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# MAP INTELLIGENCE REVIEW



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# I. CARTOGRAPHY IN THE POLISH SIX YEAR-PLAN

The program for cartography in the Polish Six-Year Plan (1950 through 1955) is outlined in the January 1952 issue of the Przegląd Geodezyjny (Geodetic Review). A major part of this program is geared to the production of an accurate large-scale topographic map series of Poland.

The need for an accurate map of this type was emphasized in 1946, when the Three-Year Reconstruction Plan was being drafted. At that time, the First Technical Congress met at Katowice to develop a program that would be far reaching and scientifically sound and would provide complete map coverage of the current topographic, sociological, and economic aspects of Poland. The program called for a series of the country that would satisfy the needs of a planned economy. The series is to be at the scale of 1:10,000, and each sheet is to cover an area of 40 square kilometers and measure 50 by 80 centimeters. Contours, transportation nets, settlement patterns, and administrative divisions are to be shown on the base maps. The First Technical Congress also discussed the preparation of land-use, soils, and forest-economy maps.

This ambitious project involved a tremendous amount of preparation, including the complete training of personnel and the development of efficient mapping techniques. An appreciation of the magnitude of the work is reflected in the limited goal set by the First Technical

Congress -- the mapping of only 7 percent of the area of the country during the 3-year period, 1947 through 1949. Even so, the Państwowe Przedsiębiorstwo Kartograficzne (State Cartographic Enterprise) was able to attain only 60 percent of this goal, or the mapping of about 11,800 square kilometers. The reason given was the miscalculation of the amount of damage incurred by the country during the war years. It was emphasized that the work of the 1947-49 period was essentially preparation for the more extensive program to follow. Consequently, when the Six-Year Plan for the economic development of Poland was announced, the Cartographic Enterprise was assigned the proportionally much larger task of providing maps at 1:10,000 for 170,000 square kilometers, or 60 percent of the entire area of Poland. These maps are to be produced on the new format prescribed by the State Cartographic Enterprise and are to follow the program adopted by the First Technical Congress.

The offices of the Państwowe Przedsiębiorstwo Fotogrametrii i Kartografii (State Enterprise of Photogrammetry and Cartography) and the Państwowe Przedsiębiorstwo Geodezyjne (State Enterprise of Geodesy) are cooperating on the production of the 1:10,000 series. The work on this series is divided into two parts. Part I is concerned with the use of existing cadastral material and includes (1) preparation of work sheets at scales of 1:2,800 or 1:2,500, (2) reduction of these sheets to the scale of 1:10,000, (3) addition of contours, (4) field and office checking, and (5) preparation of a

list of place names. Part II is concerned with aerial photos and includes (1) taking of the photos, (2) preparation of mosaics, (3) identification on the photography of established control points, (4) transferring of contours from a topographic map, and (5) preparation of a list of place names.

Other cartographic goals set up by the Six-Year Plan include publication of:

1. A powiat, or second-order administrative division, map at the scale of 1:100,000. A map of this type is needed by various government offices and institutions that gather data on the basis of administrative divisions.
2. A tourist map showing the most popular scenic and vacation areas.
3. Single-sheet administrative, base, wall, and general survey maps of the entire country.
4. Atlas Polski (Polish Atlas), covering the physiographic and economic aspects of the country. Work on this atlas was begun in 1943 and is expected to be completed in 1956. One of the sheets of this atlas, a railroad map, has been received at the CIA Map Library (Call No. 60404).
5. Atlas Powszechny (Universal Atlas), which was begun in 1949. It is reported to be patterned on the "best world atlas," which, however, is not identified.
6. A list of place names of the world for use in Polish cartography.

7. A map for school use prepared according to the specifications of Państwowe Zakłady Wydawnictw Szkolnych (State Education Publications Enterprise).

It is interesting to note that no mention was made in the Six-Year Plan of the 1:25,000, 1:100,000, and 1:300,000 series, which were to be based on the original Polish survey inaugurated in 1927 and were expected to take several decades for completion.

Because few reports have been received, it is not possible at present to estimate the progress being made on the Six-Year Plan. Considering the limits of prewar mapping capabilities of Poland, however, it appears improbable that facilities can be expanded sufficiently and technicians can be trained adequately enough in a few years to execute a mapping program that requires careful, detailed, and accurate compilation and drafting. Also, judging from the amount of work accomplished in other countries that have inaugurated similar mapping plans, such as Sweden, the goal set is far more than could be met in a 6-year period.



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II. COMMUNIST CHANGES IN MAJOR ADMINISTRATIVE UNITS OF CHINA  
AND REORGANIZATION OF THE NORTHWEST DISTRICT

This article is the fourth of a series of articles on changes made by the Chinese Communists in the administrative divisions of China. 1/ The first section of this report deals with changes that have been made in first-order administrative divisions of China since 1948. The second section gives the current administrative set-up in the Northwest Regional Administrative District, one of the major units into which the Communists have divided the country.

A. Major Communist Administrative Divisions of China

The present administrative organization is the result of efforts by the Communists during the last  $3\frac{1}{2}$  years to consolidate their control over the government of China. Since the publication in 1950 of the last two previous reports on the major administrative divisions, the most significant changes made by the Communists are:

(1) Suiyüan District has been abolished; (2) all of the area that was included within Suiyüan Province under the Chinese Nationalists is now included within the North China District; (3) the Inner Mongolia Autonomous Region, formerly under Suiyüan District, is at present a

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1. The first three articles were: (1) Reorganization of the Administrative Divisions of Northeast China, Map Research Bulletin No. 10, October 1949; (2) Chinese Communist Regional Administrative Districts, Map Research Bulletin No. 16, June 1950; and (3) Reorganization of the Administrative Areas in North China, Map Research Bulletin No. 17, August 1950.

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self-governing district; and (4) Tibet <sup>1/</sup> has been included in the administrative structure of China as a self-governing district.

According to the latest information, China has been divided into six large regional administrative districts and two self-governing districts. Included in the 6 regional administrative districts are 29 provinces, 8 administrative office districts, and 13 municipalities. The Inner Mongolia self-governing district is composed of 6 leagues. Recent reports indicate that the self-governing district of Tibet is divided into 3 administrative units.

As reorganized by the Communists, the major administrative divisions of China and their component parts are as follows (see map CIA 12276):

North China District -- the provinces of Chahar, Hopeh, Pingyüan, Shansi, and Suiyüan; the municipalities of Pei-ching (Peking) and T'ien-ching (Tientsin).

Northwest District -- the provinces of Kansu, Ningsia, Shensi, Sinkiang, and Tsinghai; the municipality of Hsi-an (Sian).

Northeast District -- the provinces of Heilungkiang, Jehol, Kirin, Liaosi, Liaotung, and Sungkiang; the municipalities of An-shan, Fu-shun, Lü-ta (Dairen), Pen-ch'i, and Shenyang (Mukden).

1. The self-governing district of Tibet is the area shown on Chinese maps as a province of China and should not be confused with the Tibetan Autonomous District in Sikang Province established at K'angting on 24 November 1950.

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East China District -- the provinces of Chekiang, Fukien, Shantung, and Taiwan 1/; the administrative office districts of Huan-nan, Huan-pei, Su-nan, and Su-pei; the municipalities of Nan-ching (Nanking) and Shang-hai (Shanghai).

Central and South District-- the provinces of Honan, Hunan, Hupeh, Kiangsi, Kwangsi, Kwangtung; the municipalities of Kuang-chou (Canton) and Wu-han.

Southwest District -- the provinces of Kweichow, Sikang, and Yunnan; the administrative office districts of Ch'uan-hsi, Ch'uan-nan, Ch'uan-pei, and Ch'uan-tung; the municipality of Ch'ung-Ch'ing (Chungking).

Inner Mongolia Autonomous Region (self-governing district) -- the leagues of Cha-ha-erh, Chao-wu-ta, Che-li-mu, Hsi-lin-kuo-lo, Hsing-an, and Hu-na.

Tibet or Hsi-ts'ang (self-governing district).

The regional administrative districts were established to direct the work of the governments of the component provinces. To meet the requirements for reconstruction within the administrative districts, the Communists have: (1) abolished the Nationalist provinces of Antung, Hokiang, Hsinging, and Nunkiang in northeastern China; (2) created the provinces of Liaosi, Liaotung, and Pingyuan; and (3) readjusted other provincial boundaries. One important boundary

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1. From the point of view of the Chinese Communists, Taiwan (Formosa) is "awaiting liberation."

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change recently reported involves Kwangtung and Kwangsi Provinces in the Central and South District. Four hsien (counties) originally under the jurisdiction of Kwangtung -- Ch'in-hsien, Fang-ch'eng, Ho-p'u, and Ling-shan -- were transferred to Kwangsi; and Huai-chi Hsien, formerly in Kwangsi, was transferred to Kwangtung. The reason for the alteration of these provincial boundaries, according to Teng Tzu-hui, Vice Chairman of the Central and South China Military Administrative Committee, was "the facilitating of control." 1/

There are noteworthy differences in governmental organization among the six regional administrative districts. The North China District is directly supervised by the Central Peoples Government. Regional peoples governments have been established in the Northeast District and in the Inner Mongolia Autonomous Region. The East China, Central and South, Southwest, and Northwest regional administrative districts, where Communist control of the governmental machinery has not been consolidated to as great an extent as in the North China and Northeast Districts, are under the jurisdiction of military administrative committees responsible to the Central Government.

In addition to creating the regional administrative districts and shuffling provinces, the Communists have established new types of minor administrative divisions in areas where special additional control seemed needed. Autonomous units have been set up in areas

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peopled by non-Chinese in an effort to win the support of these groups and to assure their allegiance to the Communist regime. The purpose of all the revisions in administrative arrangements being made by the Peoples Republic of China is to strengthen the Central Government and to unite the nation by bringing under Communist control all the areas claimed by China and all nationalities within those areas.

B. Present Organization of the Northwest District

The Northwest Military Administrative Committee was formed in Hsi-an (Sian), capital of the Northwest District, on 19 January 1950. The function of the committee is to direct the work of the Provincial Peoples Governments of Kansu, Ningsia, Shensi, Sinkiang, and Tsinghai. The area and boundaries of these five provinces as constituted under the Nationalist Government have remained unchanged under the Communists, with one exception -- the transfer of O-chi-na Ch'i from Ningsia to Kansu Province. Changes have been made in names, boundaries, and status of the lower-order units in all five of the provinces.

The Communist administrative divisions in Northwest China are shown superimposed on the former Nationalist units on the accompanying map, CIA 12036; and the present administrative structure of each province is given in the following tables, including the type of unit, the type of administration, and the names (or total number) of

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the various minor administrative units. Population and area figures given are from Jen-min Shou-ts'e. 1/

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1. Jen-min Shou-ts'e, (Peoples' New Handbook), Vol. I, Ta Kung-pao (Great Bookstore, Shanghai), 5 February 1951.

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## 1. Kansu Sheng (Province)

Population

6,689,871

Area in Sq. Km.

391,306

Chinese	Type of Unit Romanization and Translation	Under the Jurisdiction of-	Names or Total Number of Units <u>1/</u>
市	Shih (municipality)	Province	Lan-chou <u>2/</u> (Lanchow)
專區	Chuan-ch'ü (special district)	Province	Ch'ing-yang Chiu-ch'üan Lin-hsia P'ing-liang T'ien-shui Ting-hsi Wu-tu Wu-wei
自治區	Tzu-chih-ch'ü (self- governing district)	Province	Cho-ni
縣	Hsien (county)	Province	Kao-lan <u>3/</u> Hsia-ho
市	Shih (municipality)	Special district	Lin-hsia <u>4/</u> P'ing-liang T'ien-shui
自治區	Tzu-chih-ch'ü (self- governing district)	Special district	O-chi-na Ch'i <u>5/</u> Su-peí T'ien-chu <u>6/</u> Tung-hsiang
專署	Chuan-shu (special office)	Special district	Ch'ing-yang Chiu-ch'üan Ting-hsi Wu-tu Wu-wei
縣	Hsien (county)	Special district	68

1. For names of units given by total number see map CIA 12036.

2. The seat of government for Kansu Province is located in Lan-chou Shih.

3. Kao-lan, the seat of Kao-lan Hsien, is located at the city of Lan-chou (Lanchow) in the municipality of Lan-chou Shih.

4. The seat of a chuan ch'ü (special district) may rank either as a shih (municipality) or a chuan-shu (special office).

5. Pays tribute to Ningsia Province but is now under the political administration of Kansu Province.

6. Not located on map CIA 12036.

## 2. Ningsia Sheng (Province)

Population

715,656

Area in Sq. Km.

274,910

Type of Unit		Under the Jurisdiction of -	Names or Total Number of Units <u>1/</u>
Chinese	Romanization and Translation		
市	Shih (municipality)	Province	Wu-chung Yin-ch'uan <u>2/</u> (Ningsia)
自治區	Tzu-chih-ch'ü (self- governing district)	Province	A-la-shan Ch'i
縣	Hsien (county)	Province	13

1. For names of units given by total number see map CIA 12036.  
 2. The seat of government for Ningsia Province is located at Yin-ch'uan Shih.



## 3. Shensi Sheng (Province)

Population

10,459,411

Area in Sq. Km.

192,051

Chinese	Type of Unit	Under the Jurisdiction of-	Names or Total Number of Units <sup>1/</sup>
	Romanization and Translation		
市	Shih (municipality)	Province	Hsi-an <sup>2/</sup> (Sian)
行署	Hsing-shu (administrative office)	Province	Shan-nan
專區	Chuan-ch'ü (special district)	Province	Hsien-yang Pao-chi Shang-lo Sui-te Wei-nan Yen-an Yü-lin
縣	Hsien (county)	Province	Ch'ang-an
市	Shih (municipality)	Administrative office	Nan-cheng
專區	Chuan-ch'ü (special district)	Administrative office <sup>3/</sup>	An-k'ang
縣	Hsien (county)	Administrative office	12
市	Shih (municipality)	Special district	Pao-chi
市專署	Chuan-shu (special office)	Special district	An-k'ang Hsien-yang Shang-hsien Sui-te Wei-nan Yen-an Yü-lin
縣	Hsien (county)	Special district	82

1. For names of units given by total number see map CIA 12036.

2. The seat of government for the Northwest District and Shensi Province is located in Hsi-an Shih.

3. Under direction of Shan-nan.

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## 4. Sinkiang Sheng (Province)

Population

3,730,051

Area in Sq. Km.

1,711,931

Chinese	Type of Unit	Under the Jurisdiction of-	Names or Total Number of Units 1/
	Romanization and Translation		
市	Shih (municipality)	Province	Ti-hua 2/ (Urumchi)
專區	Chuan-ch'ü (special district)	Province	A-k'o-su A-shan Ha-mi Ho-tien I-li K'o-shih So-ch'e T'a-ch'eng Ti-hua Yen-ch'i
中心區	Chung-hsin-ch'ü (central office)	Special district	Ch'i-chiao- ching
專署	Chuan-shu (special office)	Special district	A-k'o-su Ch'eng-hua Ha-mi Ho-tien I-ning So-ch'e Su-fu T'a-ch'eng Yen-ch'i
縣	Hsien (county)	Special district	78

1. For names of units given by total number see map CIA 12036.

2. The seat of government for Sinkiang Province and for the special district of Ti-hua is located in Ti-hua Shih.

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## 5. Tsinghai Sheng (Province)

Population

1,317,364

Area in Sq. Km.

824,982

Chinese	Type of Unit	Under the Jurisdiction of-	Names or Total Number of Units <u>1/</u>
	Romanization and Translation		
市	Shih (municipality)	Province	Hsi-ning <u>2/</u> (Sining)
專區	Chuan-ch'ü (special district)	Province	Yü-shu
直屬區	Chih-shu-ch'ü (straight depend- ency district)	Province	Ho-nan-meng Ch'i Kang-ch'a Kuo-lo <u>3/</u>
縣	Hsien (county)	Province	16
設治局	She-chih-chü (preparatory hsien)	Province	Ch'i-lien Ch'ü-ma-lai
專署	Chuan-shu (special office)	Special district	Yü-shu
縣	Hsien (county)	Special district	Ch'eng-to Nang-ch'ien Yü-shu

1. For names of units given by total number see map CIA 12036.

2. The seat of government of Tsinghai Province is located at Hsi-ning Shih.

3. Not located on map CIA 12036.

The province tables and the map of the Northwest District indicate the levels of the lower-order administrative divisions and how they are governed. For instance, a hsien may be under the direct jurisdiction of a province, an administrative office, or a special district. Under the Nationalist system, the hsien was usually the second-order civil administrative division, directly under the province. An exception was Sinkiang Province, which was divided into 10 administrative districts, each composed of several hsien. In that province, the Communists have retained the Nationalist administrative districts, merely changing the name to "special district."

The most striking difference between Nationalist and Communist organization at the lower levels is the introduction of many new types of administrative units by the Communists. For example, tzu-chih-ch'ü (self-governing districts) have been established in some of the areas of the Northwest District where minority nationalities are concentrated. The creation of these autonomous (or semi-autonomous) districts is part of the program inaugurated by the Communists to extend political control over the border areas inhabited by non-Chinese ethnic groups. It is likely that more of these so-called self-governing districts will be set up in the future.

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2. (1:1,000,000 China Land Survey); [Chinese] Ministry of National Defense, Bureau of Survey; 1948; CIA Call No. 21793.

Documents

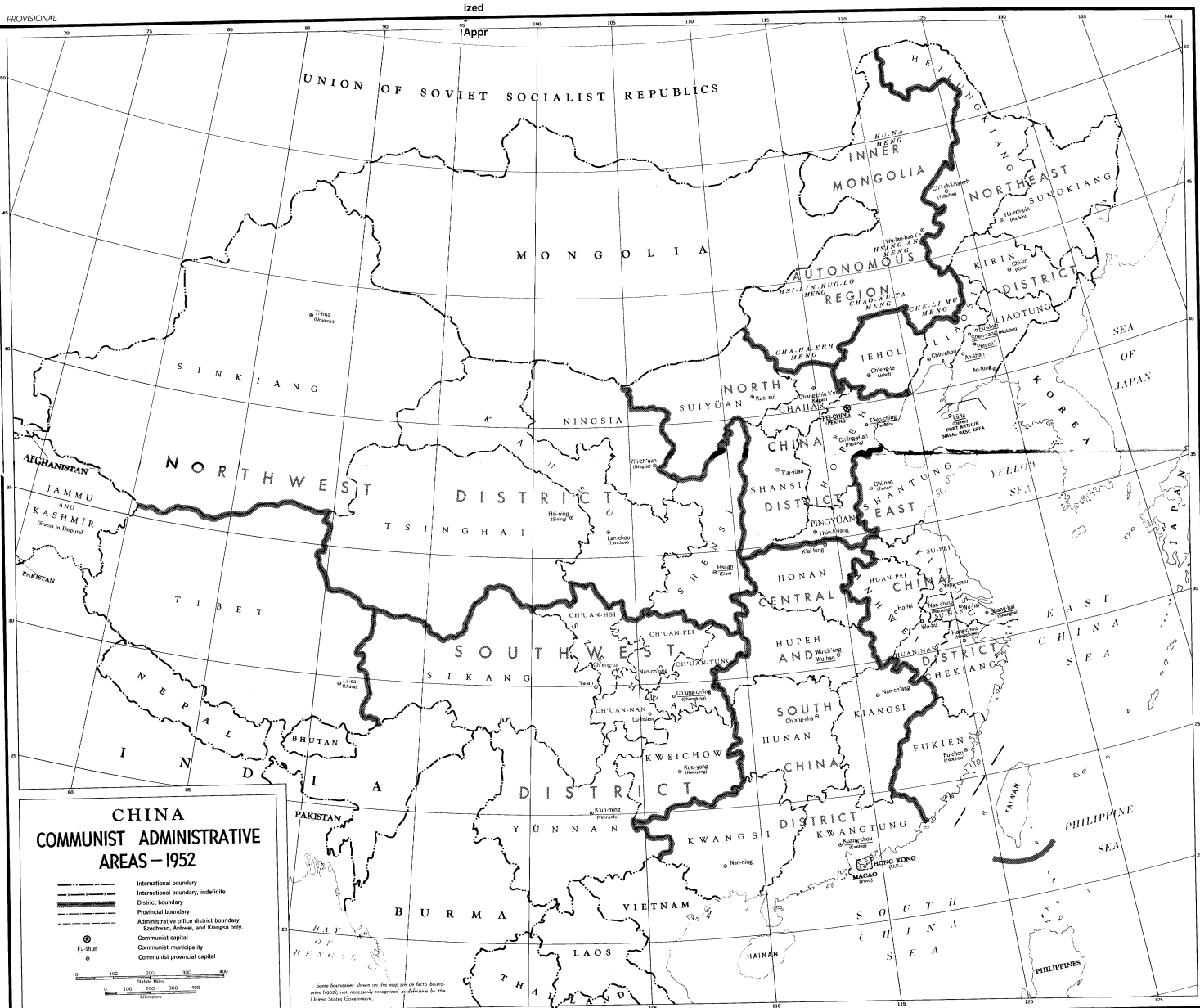
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6. Chinese Communist Regional Administrative Districts, Map Research Bulletin No. 16, June 1950.

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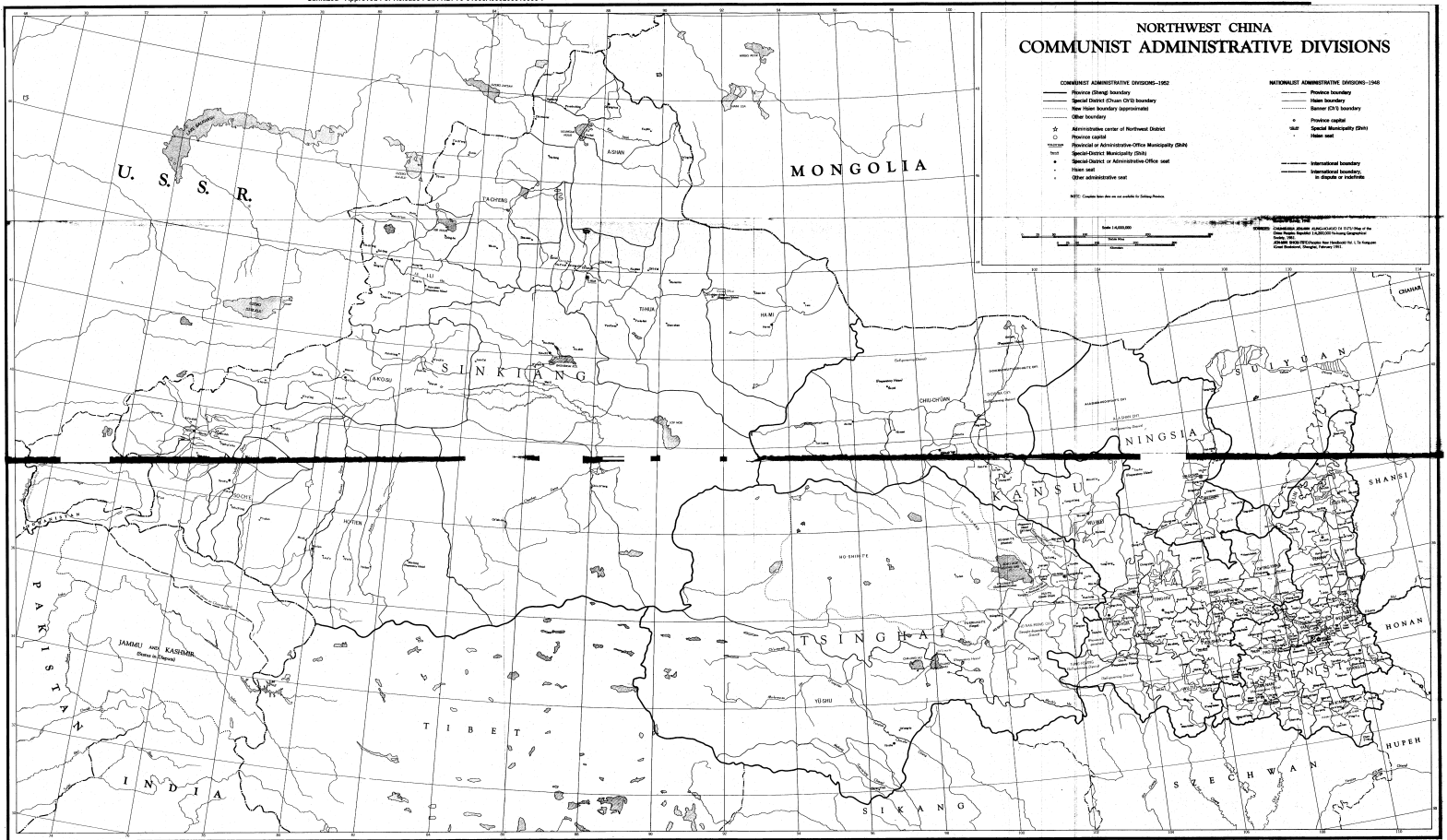


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### III. CHANGES IN YUGOSLAV ADMINISTRATIVE DIVISIONS

The acquisition of a new administrative map from the Yugoslav Information Center in New York has made possible a more definite delineation of internal boundaries in Yugoslavia. The map, Federativna Naroda Republika Jugoslavijs, Administrativno-Teretorijalna (Federal Peoples Republic of Yugoslavia, Administrative-Territorial Divisions), [1951], is a photostat at approximately 1:1,600,000, in the Cyrillic alphabet, and is available in the CIA Map Library under Call No. 76583. An accompanying text, entitled "I Pregled Srezova i Gradova u FNRJ po Narodnim Republikama i Oblastima," is a review of districts and cities in Yugoslavia by peoples republics and regions. A comparison of the map and the review with the 1948 census shows that a number of changes have been made in administrative areas. In general, these changes are of three types: (1) the abolishment of certain oblasti (regions), (2) the creation of new srezovi (districts) and new gradovi (cities), and (3) a change in the capital of one autonomna oblast (autonomous oblast) and changes in capitals and names of several srezovi.

In view of the extensive changes shown on the Yugoslav map, CIA 11652, dated January 1951, has been revised and reissued as CIA 12258, which accompanies this report. For plotting statistics of the 1948 census, CIA 11652 may still be used, however, since the administrative divisions shown correspond closely with those used in the census.



In the following paragraphs the changes, all of which are included on CIA 12258, are described in descending order of administrative importance.

Kosmet Autonomna Oblast -- The capital of this oblast is now shown as Priština instead of Prizren as on CIA 11652. Its central location and its situation on a main rail line are advantageous to Priština as a capital.

Oblasti -- Both the source map and the review indicate that there are now no oblasti in Makedonija. This means the abolishment of 3 oblasti in this area, which would reduce the total number in Yugoslavia to 18. The remaining oblasti have the same names as their administrative centers, with two exceptions -- (1) Dalmacija, with its center at Split, and (2) Timok, with its center at Zaječar.

Srezovi and Gradovi -- The administrative distinction between srezovi (districts) and gradovi (cities) is made in the 1948 census as well as in the review. The gradovi are apparently independent cities occupying areas of various sizes and have political status parallel to that of the more rural srezovi or oblasti. A somewhat similar situation exists in certain States of the United States, where some of the larger cities are administratively independent of the surrounding counties. In Yugoslavia, however, the gradovi, though equivalent to srezovi, may serve as srez capitals. The four gradovi of Beograd, Zagreb, Ljubljana, and Sarajevo have an independent status equivalent to that of the oblasti; all others are of the same order as srezovi.

The use of the term srez is consistent throughout Yugoslavia, but instead of grad, local terms are used in some parts of the country. In Slovenija, the area surrounding a city is known as okolica, and the city proper as mesto (elsewhere called grad). Okolica has no equivalent in other parts of Yugoslavia, the tendency being to call such areas srezovi.

Twenty-two new srezovi have been created throughout Yugoslavia, the greatest number in Srbija. The new srezovi and their centers are as follows:

<u>Division</u>	<u>Srez</u>	<u>Center</u>	<u>Srez</u>	<u>Center</u>
Srbija	Grocka	Grocka	Aleksinac	Aleksinac
	Lipovica	Barajevo	Jastrebac	Blace
	Mionica	Mionica	Masurica	Surdulica
	Kruševac	Kruševac	Zaplanje	Gadžin Han
	Lepenica	Rača	Brza Palanka	Brza Palanka
	Oplenac	Topola	Negotin	Negotin
Vojvodina	Bela Crkva	Bela Crkva	Sremski Karlovci	Sremski Karlovci
	Kovačica	Kovačica	Fruška Gora	Ruma
	Potis	Vološinovo		
Kosmet	Gornja Morava	Vitina		
Hrvatska	Udbina	Udbina	Zadarski Otoci	Zadar
Bosna i Hercegovina	Posušje	Posušje	Kalinovik	Kalinovik

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The eight changes that have been made in srezovi names and the administrative center of each srez are listed below:

<u>Division</u>	<u>Old Name</u>	<u>New Name</u>	<u>Center</u>
Srbija	Caribrod	Dimitrovgrad	Dimitrovgrad
Vojvodina	Sečanj	Jaša Tomić	Jaša Tomić
Bosna i Hercegovina	Fojnica	Kiseljak	Kiseljak
Slovenija	Jesenice	Radovljica	Radovljica
	Mosirje	Šoštanj	Šoštanj
	Dravograd	Slovenj Gradec	Slovenj Gradec
Makedonija	Carevo Selo	Delčevo	Delčevo
Crna Gora	Berane	Ivangrad	Ivangrad

Changes noted in the location of srez centers are as follows:

<u>Division</u>	<u>Srez</u>	<u>Old Center</u>	<u>New Center</u>
Srbija	Gruža	Kragujevac	Knić
	Lužnica	Babušnica	Ljuberađa
	Morava	Aleksinac	Žitkovac
	Krajina	Negotin	Brusnik
Kosmet	Istok	Istok	Durakovac
Hrvatska	Jelsa	Jelsa	Starigrad
Bosna i Hercegovina	Srebrnica	Srebrnica	Bratunac
Crna Gora	Durmitor	Šavnik	Zabljak

The review listed srez centers only for Srbija and the autonomous areas. In the other republics of Yugoslavia (except Jelsa, Srebrnica,

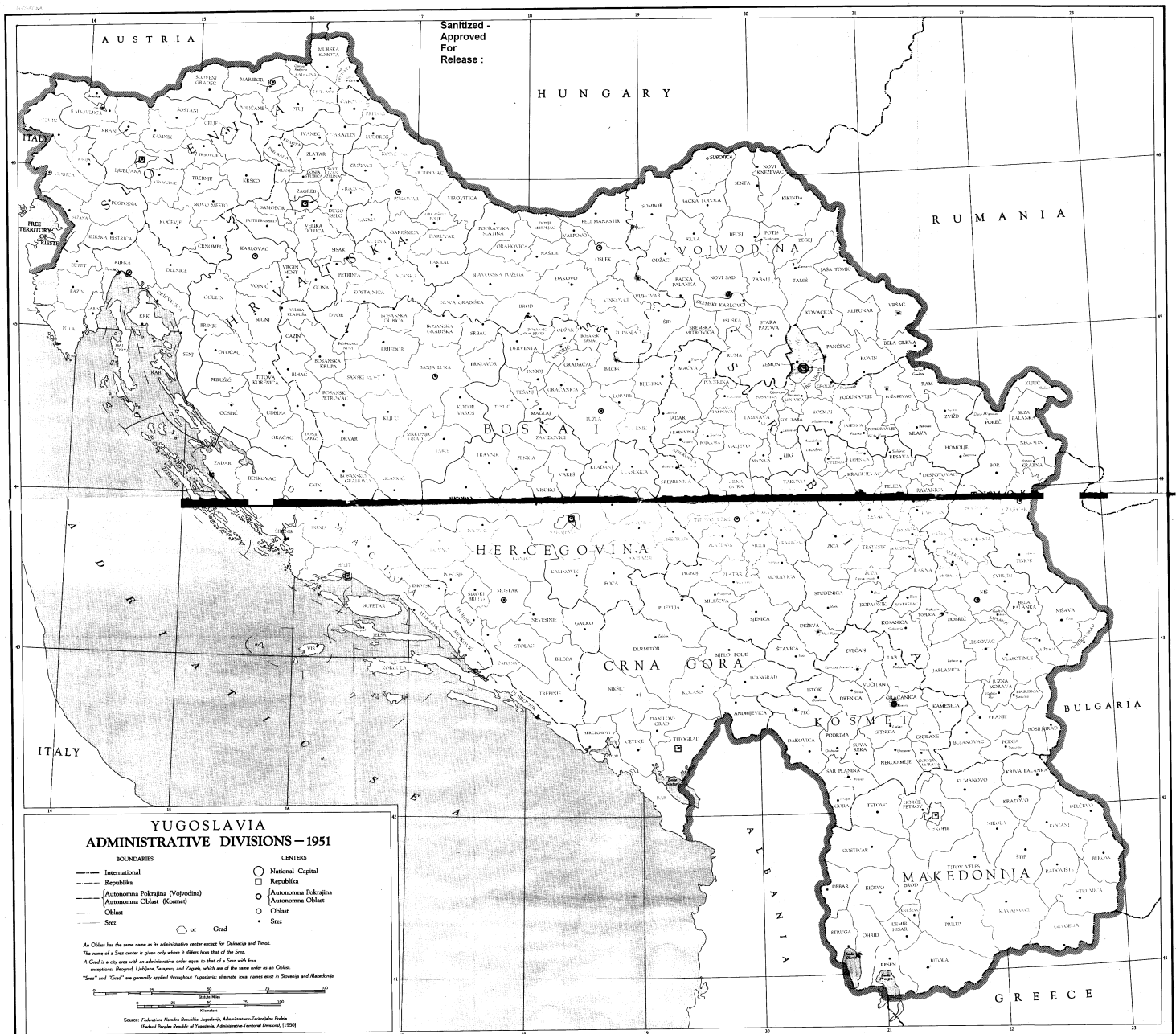
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and Durmitor, which are listed above), the srez and its center have the same name.

Eleven new gradovi have been created since the 1948 census.

These are:

<u>Division</u>	<u>Gradovi</u>
Srbija	Rankovićeus
Vojvodina	Apatin
Hrvatska	Koprivnica
	Gospić
	Nova Gradiška
	Rovinj
Slovenija	Jesenice
	Kranj
	Bled
Bosna i Hercegovina	Trebinje
	Livno



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#### IV. RAILROADS OF SWITZERLAND AND ITALY

"Suisse-Italie," Geographie des Chemins de Fer d'Europe, Vol. I, Paris, 1951 (CIA Library Call No. A00-32 .L3).

This volume is the first of a series designed to cover the railroads of European countries other than France. The series, in turn, comprises Tome II of Géographie Universelle des Transports. Four volumes of Tome I, Géographie des Chemins de Fer Français, covering France and the overseas members of the French Union, were reviewed in Map Research Bulletin Nos. 15 and 19, 1950. All of the volumes present the same general type of information and are similar in organization and format.

The volume on Switzerland and Italy is a useful compendium of information on railroads in the two countries. For Switzerland it is especially useful since it includes more local detail in map form than any other single source. By comparison, the section on Italy is somewhat disappointing, occupying less than half the volume even though the Italian mileage is four times that of the Swiss. Two general criticisms apply to the volume as a whole, as well as to all other volumes in the series. In the case of abandoned lines, it is not stated whether or not the rails have been removed. On all maps the symbols and their explanations are keyed to each other by number, but are separated. If the number of symbols on the map is large, this system not only reduces the effectiveness of the map

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but also introduces a possibility of error in map reading, especially if the map and symbols are on one page and the explanations on another.

The section on Switzerland includes a total of 56 maps, 2 of which are especially important. The first, Les Voies Ferrées de la Suisse, is a monochrome map at 1:1,000,000 that differentiates Swiss railroads according to the following categories: (1) trackage -- double, single; (2) gauge -- normal, narrow; (3) traction -- electric, others; (4) type of line -- normal train, rack and pinion, funicular, aerial ropeway, ski lift, trolley bus; and (5) ownership -- federal, Swiss private, foreign private. Cities and towns are classified by symbols according to various combinations of the following transportation categories: (1) electrified trolley-line system -- important (more than four lines), average, small system, single line; (2) trolley-bus system -- important (more than five lines), average, small; (3) significant rail center of local importance; (4) line terminus; and (5) important intermediate station. All of the 83 privately owned railroad companies of Switzerland, with their official abbreviations, are also shown on the map. The second map, at the scale of 1:900,000, is multicolored and shows electric trolley lines, in addition to the number of tracks, gauges, and types of traction of all railroad lines.

The description of the railroad net in the Italian section is less detailed than that of the Swiss, but the type of material

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presented is much the same. Of greater value are the 67 maps, which are unique in making a definitive distinction between railroad and interurban lines, the lack of which has always been a source of confusion on Italian maps, and between lines in operation and those that are inoperable or abandoned.

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V. POSTWAR CHANGES IN BELGIAN RAILROADS

Since the end of World War II, a great many railroad lines in Belgium have been unable to compete with buses, largely as a result of difficulty in obtaining equipment, and have been replaced by bus lines. Most of these railroads are of narrow gauge, but four standard-gauge lines have also been discontinued.

All of the narrow-gauge railroads of Belgium are owned by the Société Nationale des Chemins de Fer Vicinaux (SNCV), most of whose stock is controlled by the government. The standard-gauge lines, which comprise by far the most important part of the Belgian railroads in terms of number of lines, mileage, revenue, and number of people employed, are operated by the government-owned Société Nationale des Chemins de Fer Belges (SNCB). In the case of the latter, political pressures and public opinion have limited large-scale abandonment.

Narrow-gauge lines that have been abandoned and have been replaced by buses are shown on Carte des Chemins de Fer Vicinaux de la Belgique at the scale of 1:470,000 (CIA Map Library Call No. 76157). Bus routes paralleling narrow-gauge lines that are still in operation and a few new bus routes are given on a 1951 map at 1:195,000, Réseau de la Société Nationale des Chemins de Fer Belges (Call No. 76158). These changes, which are most numerous in the area to the

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north and east of a line drawn through Anvers, Bruxelles, and Namur, are summarized in the following tabulation.

<u>Section</u>	<u>Abandoned and Replaced by Buses</u>	<u>In Operation but Paralleled by Bus Lines</u>
Western	Lombardsijde-Ostend	Bruge-Leke
	Roulers-Poelkapelle	Roesbrugge-Watou- Poperinge-Oostvletern
	Ypres-Neuve Église	Ostend-Lele-Woumen
	Deerlijk-Berchem	Woesten-Ypres-Moorsele
	Ursel-Watervliet <u>1</u> /	Lier-Broechem-Heikant- Oostmalle
Central	Grammont-Deinze	Turnhout-Geel-Westerloo
	Lier-Tremeloo	Louvain-Beneden Kessel
	Polygone-Rijkervorsel	Corroy le Grand Chastre
	Hoogstraten-Meerle	
	Turnhout-Poppel	
Eastern	Oostmalle Herentals-Westerloo Heikant-Itegem	
	Beverloo-Wijhmaal	Saint Hubert-Freux- Libramont-Amberloup
	Saint Trond-Hasselt-Kortesseem	
	Brée-Masseik	
	Emaal-Glons	
	Vinalmort-Hannèche-Meeffe	
	Ougrée-Warzée-Ochain	

1. Abandoned but not replaced by bus line.

As of 1950, only four broad-gauge lines have been reported as discontinued -- (1) Jumet-Charleroi, (2) Jamioulx-Hauchies-Couillet, (3) Vielsalm-Born, and (4) Tielt-Meulebeke-Ingelmunster. The discontinuance of the first three was noted on an untitled map at 1:378,000 issued in 1950 by the Société Nationale des Chemins de Fer Belges (Call No. 73141).

Both the SNCV and the SNCB have extensive plans for the electrification of their lines, but the accomplishments to date are almost negligible. According to an inset on Réseau de la Société des Chemins de Fer Vicinaux, plans of the SNCV involve several small projected lines in the vicinity of Bruxelles, Namur, and Charleroi. A line between Dour and Baisieux has already been completed.

VI. NEW EDITION OF DUTCH ATLAS OF THE WORLD

The 38th edition of the Bos-Niermeyer Atlas der gehele Aarde, revised by P. Eibergen, J.B. Wolters, Groningen, 1951, has recently been received in Washington (CIA Map Library Call No. A000 .E3). It is a typical school atlas, with most maps generalized and at small scale. The chief value of the atlas lies in its detailed coverage of the Netherlands and the present and former Dutch colonies.

Soils, relief, and major political divisions of the Netherlands are shown with a high degree of accuracy on single-sheet multicolored maps at the scale of 1:800,000. Geology, major roads, and population density are mapped in black and white at scales ranging from 1:1,200,000 to 1:1,500,000. In addition, five multicolored sheets at 1:400,000, covering the entire country, provide greater detail on soils, hydrography, and railroads, but indicate relief by hachures only. Rainfall, the IJsselmeer reclamation projects, and the harbor works at Rotterdam, Amsterdam, IJmuiden, and the Hoek van Holland are included as insets.

The relief and the political divisions of Indonesia and of Eastern Indonesia are indicated on multicolored maps at 1:12,000,000 and 1:6,000,000, respectively, and the Mission Areas and the Protestant Church Areas of all of Indonesia are included in monochrome at 1:16,000,000. Two maps show the relief, political divisions, railroads, and other economic information for the principal

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islands -- Java and Madura, at a scale of 1:1,500,000, and Sumatra, at 1:4,000,000. Insets on the Java-Madura sheet include (1) small-scale city plans of Djakarta, Semarang, and Surabaya; (2) 1:5,000,000 maps of geology, irrigation and afforestation, and population density; and (3) maps of languages at 1:7,500,000. On the Sumatra sheet, insets at 1:2,000,000 cover land use of the middle east coast and the relief of the west coast, and an inset at 1:7,000,000 shows the geology of the entire island and includes the location of oil wells, mines, and petroleum refineries. Other maps give the distribution of the ethnic groups of Sumatra, Borneo, and the Celebes.

The South American territory, Surinam, is covered by a map at 1:3,000,000 that shows relief, political divisions, transportation, and agricultural areas, and includes small-scale insets of the Dutch island possessions of the Caribbean and of the cities of Paramaribo and Willemstad.

An alphabetical gazetteer of place names is keyed to all the maps in the atlas.

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